Amendments to the Claims:

Claims 9, 10, 13, 14, 19 and 20 are amended as set forth hereinafter.

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Claims 1 to 8 (Cancelled).

9. (Currently Amended) The method of claim 13, wherein said trailing vehicle includes a supply voltage unit for supplying a supply voltage and electrical systems, the method comprising a further step of maintaining the parking brake braking force even when the supply voltage for the electrical systems of the trailing vehicle is switched off.

10. (Currently Amended) The method of claim 13, wherein said trailing vehicle includes a supply voltage and an electrical system, the method comprising a further step of maintaining the neutral position or the park position of the transmission when the supply voltage for the electrical systems of the trailing vehicle is switched off; and, only then leaving the position of the transmission when the ~~start-drive~~ resume drive command of the driver is recognized.

11. (Previously Presented) The method of claim 13, comprising a further step of interrupting the force flow after a predetermined time has elapsed after detection of standstill.

Claim 12 (Cancelled).

13. (Currently Amended) A method for ensuring standstill of a trailing vehicle in combination with an adaptive road speed controller of the trailing vehicle with said adaptive road speed controller functioning to adjust a distance between the trailing vehicle and a leading vehicle traveling directly ahead of the trailing vehicle, the trailing vehicle including a drive train incorporating an automatic transmission which provides and interrupts a force flow in the drive train, the method comprising the steps of:

measuring at least the distance of said trailing vehicle to ~~an object ahead of~~ said leading vehicle;

activating ~~the~~ an engine control or ~~the~~ a braking control of said trailing vehicle in dependence upon said distance and a desired value so that said trailing vehicle can be braked to standstill;

building up and/or maintaining a braking force in the manner of a parking brake function when said standstill of said trailing vehicle is detected;

interrupting the force flow in the drive train of said trailing vehicle by controlling [[an]] said automatic transmission into a neutral position or a park position;

detecting a ~~start-drive~~ resume drive command of the driver

when an operator-controlled element is actuated;

disengaging said parking brake function and controlling said automatic transmission out of said neutral position or said park position when said ~~start-drive~~ resume drive command is detected; and,

activating said adaptive road speed controller in response to an actuation of said operator-controlled element by the driver and automatically effecting a resumed drive of said trailing vehicle utilizing said adaptive road speed controller.

14. (Currently Amended) An arrangement for ensuring standstill of a trailing vehicle in combination with an adaptive road speed controller of the trailing vehicle with said adaptive road speed controller functioning to adjust a distance between the trailing vehicle and a leading vehicle traveling directly ahead of the trailing vehicle, the trailing vehicle including a drive train incorporating an automatic transmission which provides and interrupts a force flow in the drive train, the arrangement comprising a control unit which executes the following steps:

measuring at least the distance of said trailing vehicle to ~~an object ahead of~~ said leading vehicle;

activating ~~the~~ an engine control or ~~the~~ a braking control of said trailing vehicle in dependence upon said distance and a desired value so that said adaptive road speed controller is deactivated and said trailing vehicle can be braked to standstill;

building up and/or maintaining a braking force in the manner of a parking brake function when said standstill of said trailing

vehicle is detected;

interrupting the force flow in the drive train of said trailing vehicle by controlling [[an]] said automatic transmission into a neutral position or a park position;

activating said adaptive road speed controller in response to an actuation by the driver of an operator-controlled element;

detecting a ~~start-drive~~ resume drive command of the driver when said operator-controlled element is actuated; ~~and,~~

disengaging said parking brake function and controlling said automatic transmission out of said neutral position or said park position when said ~~start-drive~~ resume drive command is ~~detected~~ detected; and,

automatically effecting a resumed drive of said vehicle utilizing said adaptive road speed controller.

15. (Cancelled).

16. (Cancelled).

17. (Previously Presented) The arrangement of claim 14, wherein said operator-controlled element is a switch of the adaptive road speed controller.

18. (Cancelled).

19. (Currently Amended) A method for ensuring standstill of a trailing vehicle in combination with an adaptive road speed controller of the trailing vehicle with said adaptive road speed

controller functioning to adjust a distance between the trailing vehicle and a leading vehicle traveling directly ahead of the trailing vehicle, the method comprising the steps of:

measuring at least the distance of said trailing vehicle to ~~an object ahead of~~ said leading vehicle and the speed of said trailing vehicle;

activating the engine control or the braking control of said trailing vehicle in dependence upon said distance and a desired value so that said adaptive road speed controller is deactivated and said trailing vehicle can be braked to standstill;

building up and/or maintaining a braking force in the manner of a parking brake function when said standstill of said trailing vehicle is detected;

detecting a ~~start-drive~~ resume drive command of the driver when an operator-controlled element is actuated;

activating said adaptive road speed controller in response to actuation by the driver of said operator-controlled element;

disengaging said parking brake function when said ~~start-drive~~ resume drive command is detected; and,

automatically effecting a resumed drive of said trailing vehicle and controlling the engine control or the braking control of said trailing vehicle in dependence upon said distance and speed of said trailing vehicle utilizing said adaptive road speed controller.

20. (Currently Amended) An arrangement for ensuring standstill of a trailing vehicle in combination with an adaptive road speed controller of the trailing vehicle with said adaptive road speed

controller functioning to adjust a distance between the trailing vehicle and a leading vehicle traveling directly ahead of the trailing vehicle, the arrangement comprising a control unit which executes the following steps:

measuring at least the distance of said trailing vehicle to ~~an object ahead of~~ said leading vehicle and the speed of said trailing vehicle;

activating the engine control or the braking control of said trailing vehicle in dependence upon said distance and a desired value so that said adaptive road speed controller is deactivated and said trailing vehicle can be braked to standstill;

building up and/or maintaining a braking force in the manner of a parking brake function when said standstill of said trailing vehicle is detected;

detecting a ~~start-drive~~ resume drive command of the driver when an operator-controlled element is actuated;

activating said adaptive road speed controller in response to an actuation by the driver of said operator-controlled element;

disengaging said parking brake function when said ~~start-drive~~ resume drive command is detected; and,

automatically effecting a resumed drive of said trailing vehicle and controlling the engine control or the braking control of said trailing vehicle in dependence upon said distance and speed of said trailing vehicle utilizing said adaptive road speed controller.